

**AMERICANS
DIE AT SEA**
**LATEST REPORT
OF LINER'S DEAD
PLACED AT 1,216**

Hopes of Further Rescue
Dashed by Admiralty Report.

Tragic Freight of Bodies at
Queenstown and Cork.

ATTACKED WITHOUT WARNING.

Submarine Lurking Off Irish
Coast Hurls 4 Shots.

Liner Lists at Once, Making
Boat Launching Difficult.

WOMEN AND CHILDREN FIRST.

Time Honored Rule of Sea
Makes Heroes of Many.

Small Craft Capsize; Many
Lost in Sight of Safety.

The latest available information indicates that about two-thirds of the persons aboard the Lusitania lost their lives.

The number of passengers is given by the Cunard Steamship representatives in New York at 1,254 and of the crew as 665, a total of 1,919. The number of survivors now accounted for is 703. This indicates a death list of 1,216.

Hopes that the list of persons saved may be materially increased were dashed by an announcement from the British admiralty that all but one of the rescue fleet which put out from Queenstown, had reported and that there was little prospect of news of further survivors. Nevertheless, inquiries are being made all along the coast in the hope that other rescues may have been made by small craft which put in at isolated places.

DEATH TO FIRST CABIN.
Of the 290 first class passengers, it is now believed only 76 were saved. No word has been received of Alfred Gwynne Vanderbilt, Charles Frohman and other prominent men abroad.

The story of the Lusitania came in slowly, owing partly to the confusion at Queenstown, where most of the survivors were landed. No information was available as to how many of the Americans on the Lusitania had gone down. Stories told by survivors seemed to confirm the earlier report that the Lusitania had been struck by two torpedoes.

Cunard Offices Besieged.
When the Cunard line offices opened early today, the first bulletin issued—the text of the announcement—(Continued on Page Two.)

BERNSTORFF IN SECLUSION.
Ambassador Refuses to Be Seen—A Guard at His Door.

New York, May 8.—Count Von Bernstorff, German ambassador to the United States, who reached this city last night, remained in seclusion today. At the hotel where he was staying it was understood he left orders not to be disturbed. At the entrance of the suite usually occupied by Count Von Bernstorff, a guard was stationed.

Convicted of Quinn Murder.
Olathe, Kan., May 8.—A jury returned a verdict of first degree murder against William White, charged with the murder of O. E. Quinn, after being out six hours. White, a brakeman, killed Quinn, his conductor, in a caboose here, January 19. The sentence will be from 15 to 21 years. Both Quinn and White lived in Kansas City.

**HUBBARD HOPED FOR
DEATH AND A PLACE IN
THE HALL OF FAME**

New York, May 8.—Elbert Hubbard, just before he sailed on the steamship Lusitania, said, laughingly: "Speaking from a strictly personal viewpoint, I would not mind if they did sink the ship. It might be a good thing for me. I would drown with her and that's about the only way I could succeed in my ambition to get into the Hall of Fame. I'd be a real hero and go right to the bottom."

**VANDERBILT
AND HUBBARD
AMONG LOST**

Multimillionaire and Fra Elbertus Thought Perished.

Charles Frohman and Justus Miles Forman Missing.

CHARLES KLEIN A VICTIM.

Others Drowned Prominent in
Society and Business.

Commander J. Foster Stockhouse, U. S. N., Went Down.

Washington, May 8.—American Consul Frost, at Cork, cabled state department late today that among the list of identified dead of the Lusitania's American passengers were Charles Frohman, Mrs. Amelia McDonald and Patrick Callan.

Queenstown, May 8.—The body of Charles Frohman, the theatrical manager of New York, has been recovered and brought to Queenstown, where it is now being embalmed.

New York, May 8.—Many persons notable in the business or social life of New York were among those whose



Alfred G. Vanderbilt, thought to have perished with the Lusitania.

names were missing from the list of survivors of the Lusitania, made public by the line here and at Queenstown.

Of those not reported as being saved Alfred Vanderbilt is one of the most widely known. Inheriting the bulk of the estate of his father, estimated at \$70,000,000 to \$100,000,000, he is one of the wealthiest men of New York.

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**CREW IS HEROIC
IN FATEFUL HOUR**

Sailors Orderly in Final Moments of Catastrophe.

Survivors Declare There Was
No Panic on Board.

FIRST SHOT SPLINTERS HULL.

Fumes From Explosion Permeates Whole Ship.

Second Blast Coming Quickly
Completes Tragedy.

Queenstown, May 8.—Latest advice from the Lusitania tragedy say that the crew was orderly during the final moments of the tragedy and did their best to launch their boats. Most of the survivors agree that two torpedoes struck the Lusitania, one completely shattering her engine room.

The first torpedo struck absolutely without warning in the stock hold. Splinters of steel flew high in the air and the great boat shook from stem to stern. Almost immediately afterwards another explosion followed. The second torpedo completed the tragedy. Fumes from the explosion permeated every section of the great steamer. Many of the passengers fell to the decks unconscious. Others staggered to the boats and were helped aboard.

Many Boats Useless.

The steamer was listing to starboard and many of her boats were useless. D. A. Thomas of the Welsh Colliery company, who was among the saved, told of his experience. He said: "We were at luncheon when suddenly the vessel was stopped and shook from stem to stern. The force of the explosion seemed to throw her on her beam end. We had not believed it possible that an attack would be made upon us, but thought we were out of danger and did not realize that the unexpected had happened."

(Continued on Page Six.)

ABROGATE TREATY

Italian Government Takes
Drastic Steps Today.

Uprising in Tripoli May Lead to
War Soon.

Geneva, Switzerland, May 8.—The Tribune publishes a dispatch from Rome saying the Italian government has decided, owing to the recent uprising in Tripoli to notify Turkey that it considered void the treaty of Lausanne.

Such a notification, the Tribune says, would amount to a declaration of war.

STOCKS IN CRASH

U. S. Steel Thrown Into Market at Lower Price.

Break of Extreme Violence
Follows Lusitania's Sinking.

New York, May 8.—Stocks broke with extreme violence at the opening of the market today. The entire list was adversely affected by the sinking of the Lusitania and heavy selling orders came from all over the country.

Opening prices were from 2 to 5 points below last night's close. Fifteen thousand shares of United States steel were offered in one lot at two points below yesterday's close.

All But a Panic.

New York, May 8.—News of the sinking of the Lusitania shook the market.

(Continued on Page Six.)

GERMANS HOLD YANKEE

E. Kilbourne Foote, American Vice Consul, Missing a Month.

London, May 8.—E. Kilbourne Foote, American vice consul at Chemnitz, is missing. This was announced here today by the Central News.

This organization says Mr. Foote left his post a month ago for America. Nothing has been heard from him since. It is thought he has been stopped by the German authorities.

Mr. Foote is a native of Ohio.

PASSENGER LIST.

New York, May 8.—Following is the list of the first cabin passengers aboard the Lusitania:
Mr. and Mrs. Henry Adams, Boston.
A. H. Adams, New York.
W. McAdams, New York.
Lady Allen and maid, Montreal.
Miss Anna Allan, Montreal.
Miss Gwen Allen and maid, Montreal.
M. N. Allen, New York.
Julien De Ayala, Cuban consul general at Liverpool.
James Baker, England.
Mrs. M. A. Baker, New York.
Mr. and Mrs. G. W. B. Bartlett, London.
J. J. Battersby, Stockport, England.
Albert C. Billicke and wife, Los Angeles.
Leonidas Bistio, Atlanta.
J. J. Black, New York.
Thomas Bloomfield, New York.
James Bohan, Toronto, Canada.
E. B. Bowen, Boston.
Mr. Boulton, Jr., Chicago.
Miss Braithwaite, Morristown, N. J.
(Continued on Page Four.)

SCENE OF DISASTER

Cross Indicates Where Lusitania Went Down.

STEAMSHIP DISASTERS

1862, Feb. 7.—British steamer Orpheus was wrecked off New Zealand—200 lost.

1867, Oct. 29.—Royal Mail steamer Rhone and Wye and about fifty other vessels driven ashore at St. John's, West Indies, by hurricane—1,000 lost.

1873, Nov. 23.—White Star liner Atlantic wrecked off Nova Scotia—547 lost.

1878, Sept. 3.—British steamer Princess Alice sunk in collision in the Thames—700 lost.

1890, Sept. 19.—Turkish frigate Erzurum foundered off Japan—540 lost.

1891, March 17.—Anchor liner Utopia in collision with British steamer Anson off Gibraltar sunk—574 lost.

1904, July 2.—Steamship La Bourgogne rammed by British sailing vessel Cromartyshire—584 lost.

1904, June 15.—General Slocum took fire going through Hell Gate, East river, New York—1,000 lost.

1914, May 29.—Steamship Norge foundered at sea—519 lost.

1912, April 15.—Steamship Titanic, White Star line, struck by iceberg and sank—1,517 lost.

1914, May 29.—Steamship Empress of Ireland rammed by collier Storstad off Canadian coast—954 lost.

ANOTHER IS TORPEDOED

British Steamer Don Is Sunk Off Northumberland.

London, May 8.—The British steamer Don, has been torpedoed and sunk off Northumberland.

KNOWN SURVIVORS.

New York, May 8.—The following list of Lusitania survivors has been compiled from cable dispatches received in New York and from the list sent by the American consul at Queenstown to the state department and sent out from Washington:

Abramowitz, S., Boston.
Adams, Mrs. Henry, Boston.
Adams, William McMillan.
Alles, N. N., New York.
Ayala, Julian de.
Babla, John J. (passenger list gives Babla).

Ballantine, Marguerite.
Bernard, C. P., New York.
Bernard, Oliver, Boston.
Birmingham, H. Edgar. (Not on passenger list.)
Bohan, James, Toront.

Bottomley, Frederick. (Not on passenger list.)
Bewring, Charles W., New York.
Boyle, Nicholas.
Brandall, Miss Josephine, New York.
Brederton, Mrs.

Brooks, J. E., New York.
Burgess, Henry G., New York.
Burnside, Mrs., New York.
Byington, A. J., London.
Byrne, Michael G., New York.
Smith, J. Preston.

Smith, Miss Jessie Taft, Braceville, Ohio.
Steele, George.
Stevens, George.
Stockton, Robert. (probably A. Stockton).

Sullivan, Mrs. F.
Sweeney, John M.
Taylor, Richard Lionel, Montreal.
Thomas, D. A., Cardiff, Wales.
Tierney, Michael, (probably James Tierney of Friday.)

Turner, Captain W. T., of Lusitania.
Vassar, W. A. F., London.
Walker, Annie, (probably Mary Walker).

Ward, Charles.
Ward, Mrs. Charles.
Ward, George.
Ward, Mrs. George.
Webb, Miss Minnie.
Williams, Edith.
Winter, Miss T.

Witherbee, Mrs. A. F., New York.
Woffenden, Mrs. John.
Wright, Robert C.
Young, Philip, Montreal.

(Continued on Page Four.)

NOTICE!

TRAVELLERS intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britain, or of any of her allies, are liable to destruction in those waters and that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.

IMPERIAL GERMAN EMBASSY
WASHINGTON, D. C., APRIL 22, 1915.

This is a reproduction of the advertisement warning appearing in newspapers over the country previous to the sailing of the Lusitania.

**'KEEP OUR HEADS'
ADVICE OF STONE**

Chairman of Foreign Relations Committee Urges Caution.

This Is No Time to "Rock the Boat," He Counsels.

IN PERIL WITH EYES OPEN.

Senator Points Out Lusitania Was Belligerent.

Likens Americans on Board to Persons in Walled City.

Washington, May 8.—Good sense dictates that we keep our heads. This is the warning spoken by Chairman Stone of the senate foreign relations committee, commenting on the torpedoing of the Lusitania today. He said:

"Tragedy to Be Regretted.
"The tragedy is, of course, profoundly regretted. If the reports as to the loss of life are true, the sympathies of the civilized world will be deeply stirred. But for us, it seems to me that good sense dictates that we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively. 'Don't rock the boat.'"

"Without expressing an opinion as to our relations to this event or as to our duty in the premises, there are some facts we cannot overlook and (Continued on Page 6.)

LIBAU IS TAKEN

Germans Capture an Important Town in Baltic Province.

Berlin Statement Tells of Successes on Eastern Front.

Berlin, May 8.—Official announcement was made to the German war office today that the city of Libau, in the province of Courland, Russia, has been captured by the Germans.

The text of the communication follows: "On the greater part of the front there were the usual artillery duels Friday, which in certain places, namely, at Ypres, north of Arras, in the Argonne and in the hills of the Meuse, increased in violence from time to time."

"An infantry battle took place in the Vosges. Only in this section did the French make any progress. At Steinbruck, on both sides of the valley of the River Fecht, they attacked after a preliminary fire of artillery which lasted for hours. All these attacks resulted in failure, with heavy losses to the French."

In the Eastern Theater.
"The troops we sent against the city of Libau took possession of this town Friday. Sixteen hundred prisoners, 18 cannon and four machine guns fell into our hands."

"In the southeastern theater of the war the pursuit of the defeated enemy by the army under General Mackensen and such troops of our allies as joined this army was continued steadily throughout Friday. Our advance forces crossed the River Wisloka in the neighborhood of Krosno in the evening."

"The joint action of all parts of the army engaged in this advance led to the cutting off of considerable Russian forces. Consequently the total number of prisoners taken in the Galicia since the end of the last fortnight should so far have been increased to about 7,000 men. Thirty-eight cannon, including nine of heavy caliber, have been taken from the Russians."

Important Capture.
In the capture of Libau the Germans have gained one of the main objects of their invasion of the Baltic provinces of Russia. This movement, undertaken within the last fortnight, was designated to occupy Libau and Riga, two of the principal Russian ports on the Baltic, which would enable the Germans to harness Russian communications with Petrograd."

The German movement in this quarter was one of the surprises of the new spring campaign.

Libau is an important seaport and industrial center. It is about 75 miles along the seacoast from the German border.

REPORT ON WAR.

British Recapture Trenches and Repulse Germans.

Paris, May 8.—The French war office this afternoon gave out a report on the progress of hostilities which reads:

"In Belgium yesterday at daybreak the Germans delivered a violent attack against the British lines near Juliers. This attack was repulsed and the enemy suffered heavy losses. "To the south of Ypres, at Hill No. 60, the British troops yesterday recaptured a further section of the trenches lost by them three days ago. "There is nothing to report on the remainder of the front."

FIRST CABIN SURVIVORS.

New York, May 8.—The survivors in the first cabin as given out at the Cunard offices today follow:
Lady Allan, Montreal.
Julien De Ayala, consul general for Cuba at Liverpool.

James Baker, England.
C. P. Bernard, New York city.
H. Boulton, Jr., London.
Charles W. Bowring, New York and London.

Miss Josephine Brandell, New York.
J. H. Brooks, New York.
J. E. Eyngton, London.
P. Buswell, New York.
J. H. Charles, Toronto.

(Continued on Page Six.)

GRAVEST CRISIS FOR U. S.

SEES WORLD
PITTED AGAINST
GERMANY NOW

London Times Says Disaster Hastens Day of Coalition.

Declares Heavy Responsibility Rests Upon Washington.

'DELIBERATE AFFRONT STAGED'

Graphic Brands Sinking "Act of Defeated Nation."

Post Decries Laws That Make Merchantmen Helpless.

London, May 8.—Most of the morning newspapers print editorials today concerning the sinking of the Lusitania. The Times says it is not for Great Britain to speculate upon the course to be adopted by the United States government, now that they are confronted with a situation which concerns that country as closely as it does Great Britain.

"The members of Mr. Wilson's ministry," says the Times, "are the guardians of their national honor and the lives of their own people. Upon them rests a heavy responsibility which we shall now seek to accentuate; but the destruction of the Lusitania must assuredly hasten the day when every civilized power will feel constrained to join us."

The Times adds that if no life had been lost the character of the sinking (Continued on Page Two.)

BERLIN IS JOYFUL

Papers Hail Sinking as a New Triumph.

Believe England Got Just What She Deserved.

London, May 8.—The Exchange Telegraph company has received today the following telegram from Copenhagen:

"Berlin newspapers print the news of the sinking of the Lusitania in colossal type and hail the successful torpedoing of the ship as a new triumph for German naval policy. The general impression is that England has got what she deserved."

TOPEKAN CHOSEN

O. P. Updegraff Made Official Starter at Races

At the Panama-Pacific Exposition at Frisco.

O. P. Updegraff, of Topeka, will be the official starter of the greatest harness races ever held in the world. Albert T. Reid, president of the Kansas commission of the Panama-Pacific International Exposition, stated today that he had received notice from Charles C. Moore, president of the exposition, of the appointment of the Kansan.

The purses offered in the races which Updegraff will start aggregate more than \$50,000. The smallest purse is \$1,000 and the largest \$20,000. The selection of a starter is a matter of interest to the racing world over. Updegraff was selected on account of his years of experience, and his reputation for fairness, and also because he has a voice of wonderful carrying power.

Mr. Updegraff was superintendent of the horse department at the World's Fair at St. Louis, and for many years has held the same position at the Royal American Stock Show at Kansas City, Mo. For fourteen years he has been master of ceremonies at the horse shows at Kansas City, St. Louis, New Orleans, Memphis and Denver. He has served as starting judge at state fairs of Kansas, Iowa, Minnesota, Nebraska, South Dakota, Colorado, Arizona, Texas, Missouri, Indiana, New York (Grand Circuit) and at many meetings of the Great Western Circuit of the American Trotting association.

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**WASHINGTON IS
STUNNED BY THE
SHOCK OF BLOW**

Officials, Aghast, Await Number of Americans Dead.

Only 51 Reported Safe Out of Total of 188